



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chicago, IL	Accident Number:	CHI08LA051
Date & Time:	12/16/2007, 1855 CST	Registration:	N918SW
Aircraft:	Bombardier CL-600-2B19	Injuries:	1 Serious, 32 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The captain reported that the flight had landed and was taxiing to the gate when the accident occurred. He stated that as they passed an airport service road - taxiway intersection, the airplane hit something. The captain brought the airplane to a stop, but at the time the flight crew could not see what they hit. He continued, turning left onto the next intersecting taxiway. At that time he saw the overturned tug along the south edge of the taxiway at the service road intersection. He taxied to the assigned gate and deplaned the passengers without further incident. Witnesses in a van behind the tug reported that the tug did not stop short of the taxiway and continued to move onto the taxiway as the airplane approached. The right wing of the airplane subsequently struck the tug and flipped it over. The tug driver was hospitalized for injuries received during the accident. He had no recollection of the events surrounding the accident. Witnesses recalled that the taxiway was wet at the service road intersection, but that it was not snowing at that time. The surface visibility about the time of the accident was 10 miles with no precipitation or restrictions to visibility. The airport Ground Motor Vehicle Operation Regulations Manual stated that, "All ground vehicle operators must yield the right-of-way to an aircraft in motion."

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The tug driver's failure to yield the right-of-way to the airplane prior to crossing the active taxiway as required by airport procedures, and his subsequent failure to maintain clearance with the airplane. A contributing factor was the presence of the tug on the taxiway at the time the airplane passed the service road intersection. Additional factors were the wet pavement and the night lighting conditions.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT COMPLIED WITH - DRIVER OF VEHICLE
2. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE
3. (F) OBJECT - VEHICLE
4. (F) TERRAIN CONDITION - WET
5. (F) LIGHT CONDITION - NIGHT

Pilot Information

Certificate:	Airline Transport	Age:	35
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	6337 hours (Total, all aircraft), 4772 hours (Total, this make and model), 227 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	27
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	2177 hours (Total, all aircraft), 366 hours (Total, this make and model), 232 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bombardier	Registration:	N918SW
Model/Series:	CL-600-2B19	Engines:	2 Turbo Fan
Operator:	Skywest Airlines Inc	Engine Manufacturer:	General Electric
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	CF34-3B1
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	ORD, 668 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1400 ft agl	Wind Speed/Gusts, Direction:	9 knots / 18 knots, 280°
Temperature:	-7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madison, WI (MSN)	Destination:	Chicago, IL (ORD)

Airport Information

Airport:	Chicago O'Hare Intl (ORD)	Runway Surface Type:	Asphalt
Runway Used:	22R	Runway Surface Condition:	
Runway Length/Width:	7500 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	29 None	Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Latitude, Longitude:	41.978611, -87.904722		

Administrative Information

Investigator In Charge (IIC): Tim Sorensen

Adopted Date: 05/28/2008

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.